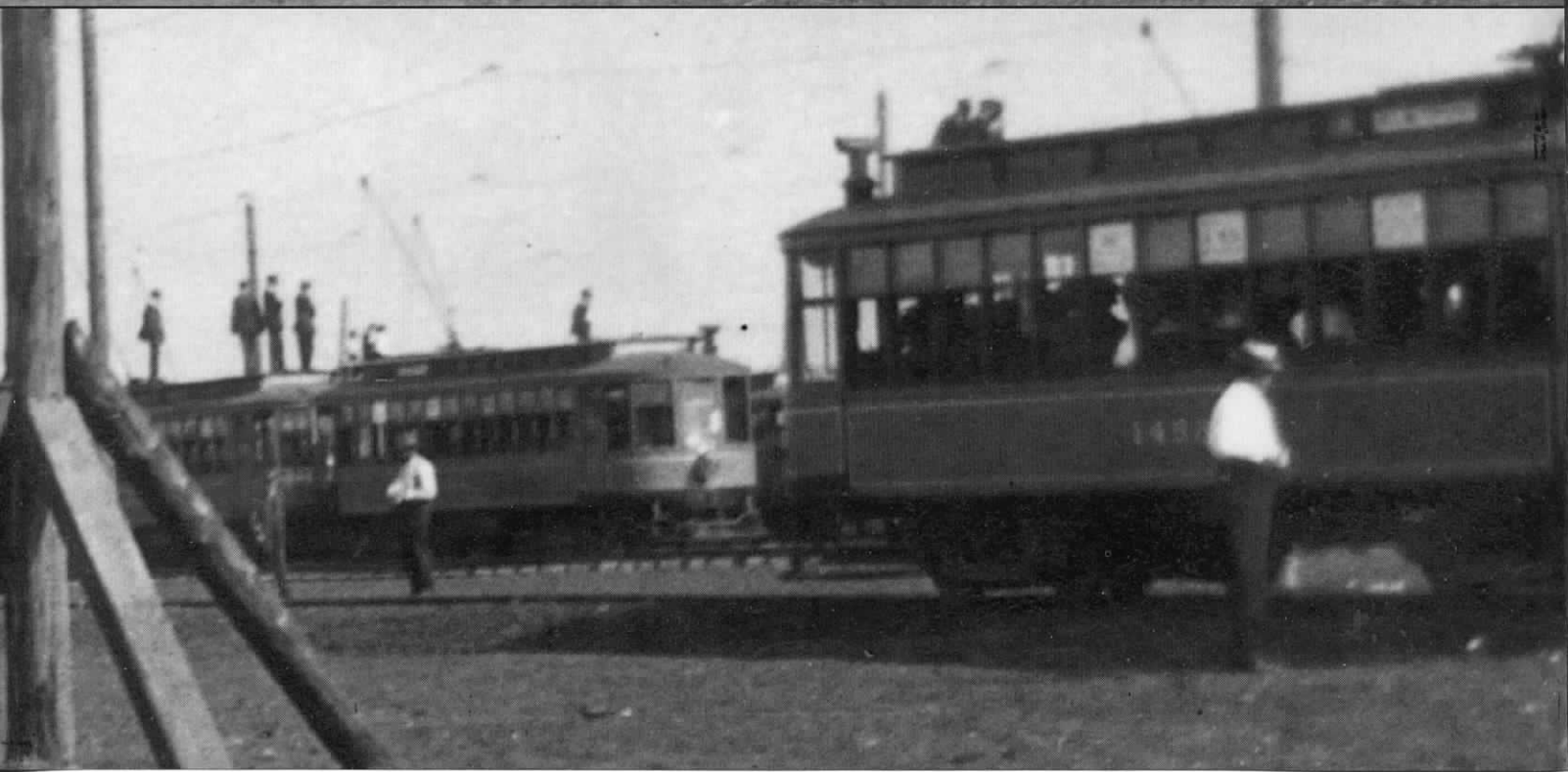








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CIRCULATION

The Minnegazette is published quarterly by the Minnesota Transportation Museum, Inc., and the Minnesota Streetcar Museum and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The Minnegazette welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to surface public transportation in Minnesota. No payment is made, and publication is at the editor's discretion.

The Minnesota Transportation Museum operates the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul and the Osceola & St. Croix Valley Ry. in Osceola.

The Minnesota Streetcar Museum operates the Como-Harriet Streetcar Line and the Excelsior Streetcar Line in Excelsior.

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MTM AND MSM AGREE TO JOINT MINNEGAZETTE

The Minnesota Transportation Museum and the Minnesota Streetcar Museum are now separate organizations. However, they have agreed to continue publishing the Minnegazette as a joint endeavor for the benefit of their members. The magazine will be sent to members of either organization. It will follow the pattern established in the last issue-24 pages of historic content and no museum news. That will be handled by each museum's newsletter. The steamboat Minnehaha is now owned and operated by the Museum of Lake Minnetonka, which

has chosen not to participate in the Minnegazette. The magazine will concentrate on Minnesota railroads, streetcars and buses. Some steamboat content may appear, but not at the level of past issues. Aaron Isaacs and Sandy Bergman will continue to serve as the editorial team. They welcome contributions of articles and photos and look forward to hearing from readers.

CORRECTIONS AND NEW INFO

The page 13 photo in the last issue of Missabe Road employees knocking iron ore loose was taken at Two Harbors, not Duluth. The lighthouse in the distance gives it away.



It's the 4th of July in Amboy on the Omaha branch from Lake Crystal to Elmore.



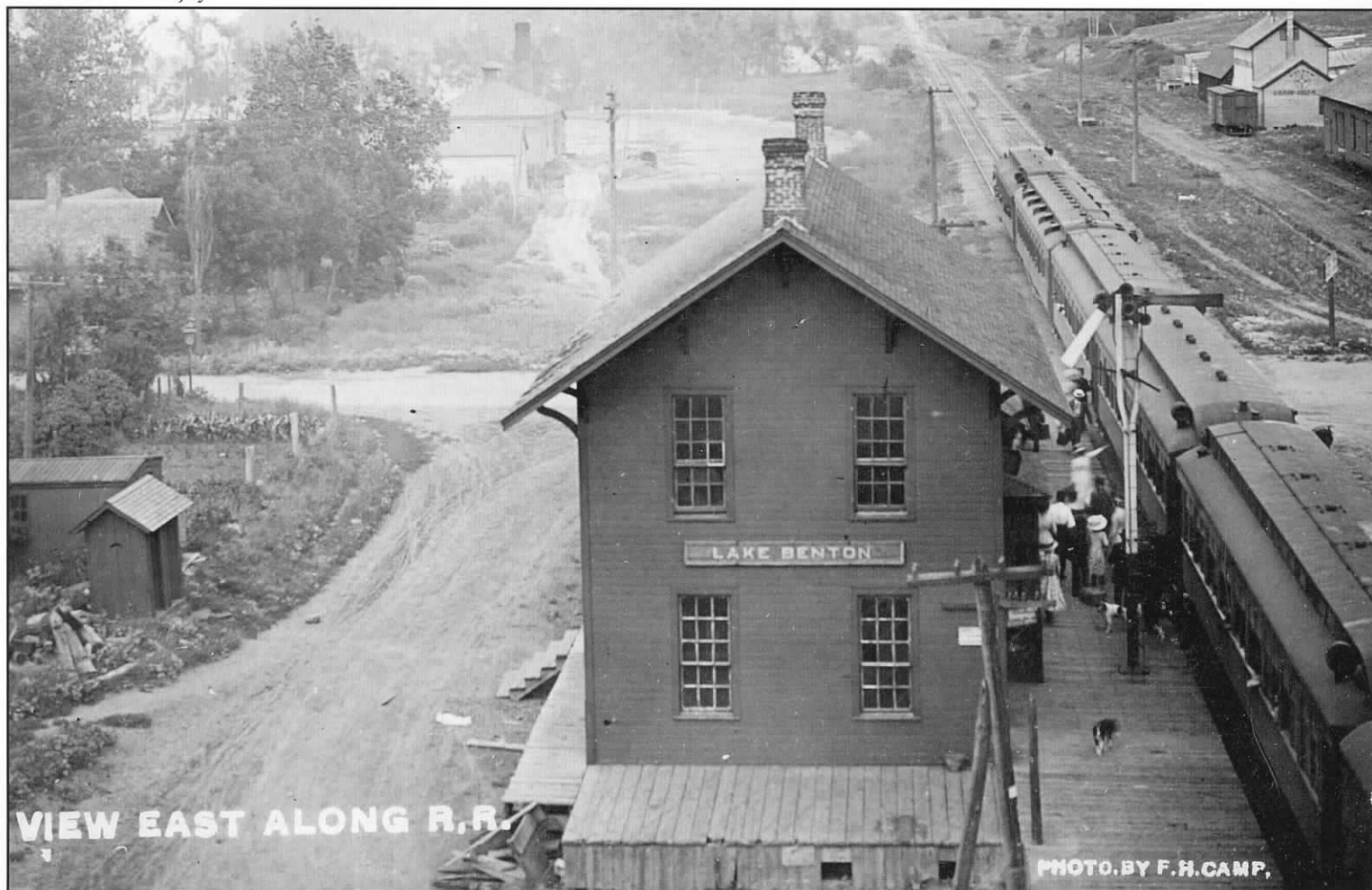
Front cover: Easton, Milwaukee, on the Southern Minnesota near Wells. All the photos in this issue are postcards from the Pete and Mark Bonesteel collection, with selected enlargements to highlight details.

Inside front cover: Streetcars and trainmen wait to carry State Fair crowds home.

BONESTEEL 4: DIVING IN DEEP

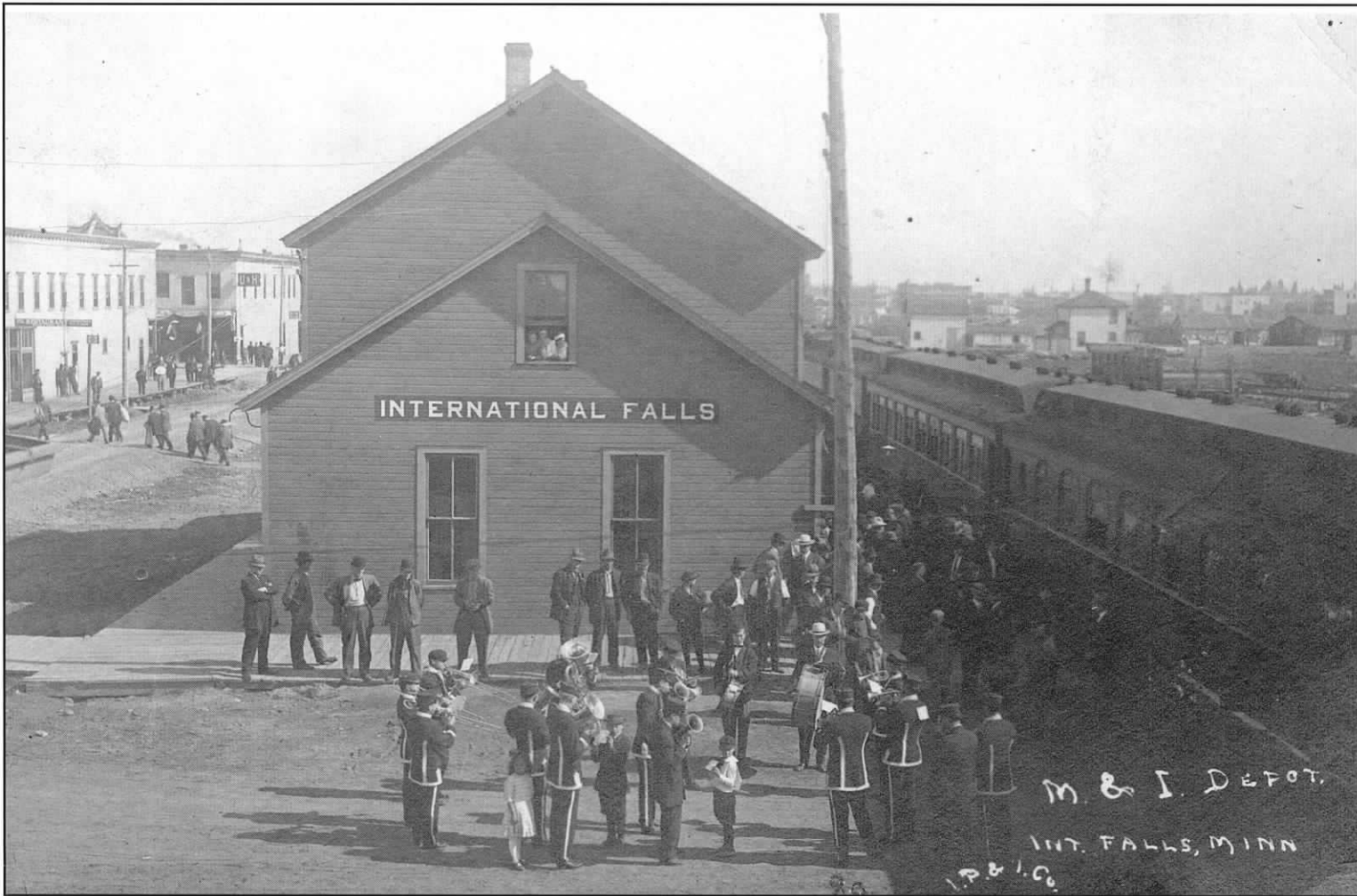
Pete Bonesteel and his son Mark are railfans and major postcard collectors. Longtime readers will remember that their finds have been featured in three previous issues. They're always finding new gems and have graciously shared them with us. Most date from the golden age of postcards, 1905 to 1915.

We're doing something different with this group of photos. Some of them are really sharp—great detail. We're taking you deep into those, blowing up portions so you feel like you're on the platform as the local comes to a halt. So let's set the Way-Back Machine and enjoy.



West of Lake Benton the Chicago & North Western's line to Rapid City leaves the prairie and climbs over the Buffalo Ridge.

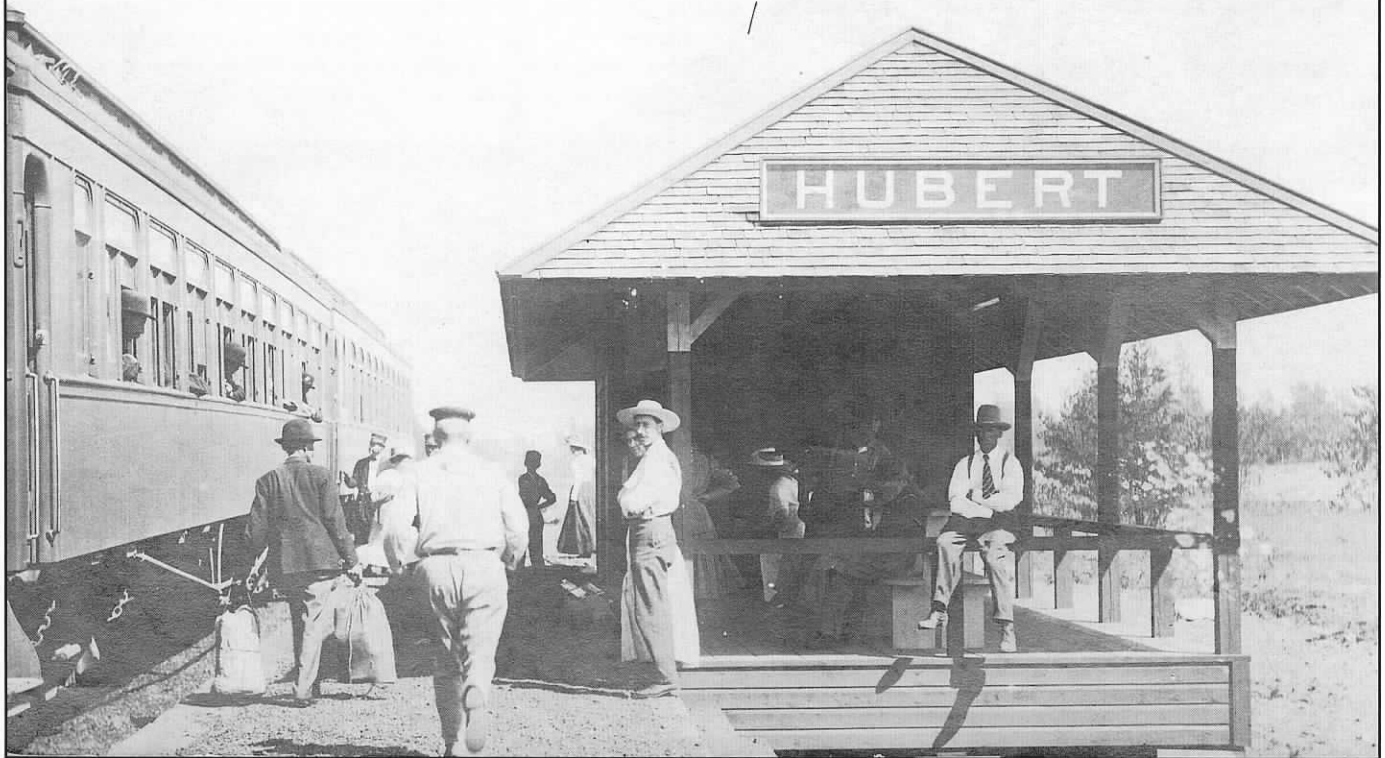




The Minnesota & International was the Northern Pacific's predecessor from Brainerd to International Falls, where both of these photos were taken.



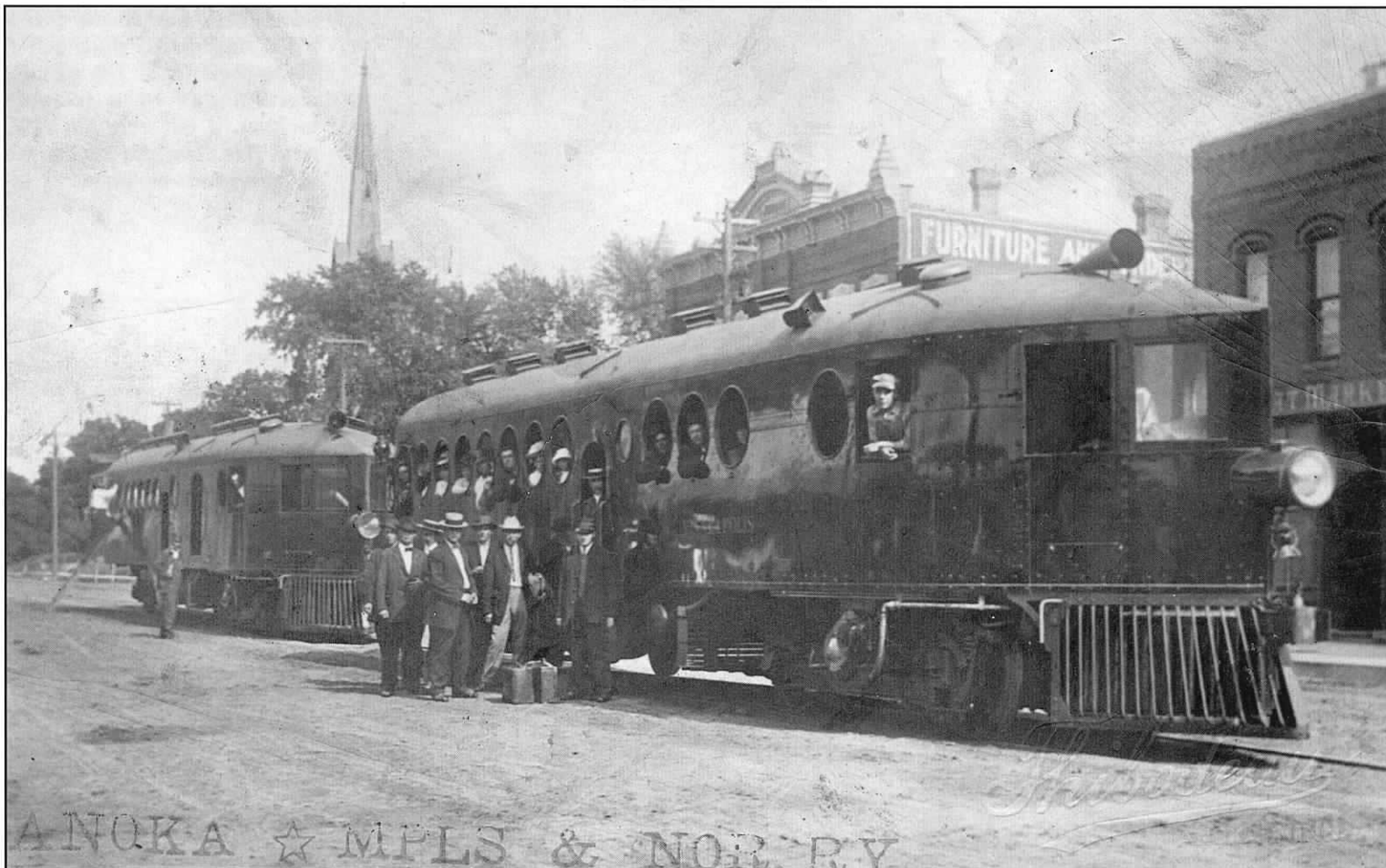
Souvenir of Hubert, Minn.



Hubert was the resort stop for Lake Hubert on the Minnesota & International north of Brainerd. The line is gone but the depot has been preserved.

What a photo! One town with three depots and a passenger train at each one. This is Lyle on the Iowa border. You're looking south. That's the Milwaukee Road to Calmar, IA at far left and the Chicago Great Western at far right. Crossing them both to reach its depot in the distance is the Illinois Central from Albert Lea.





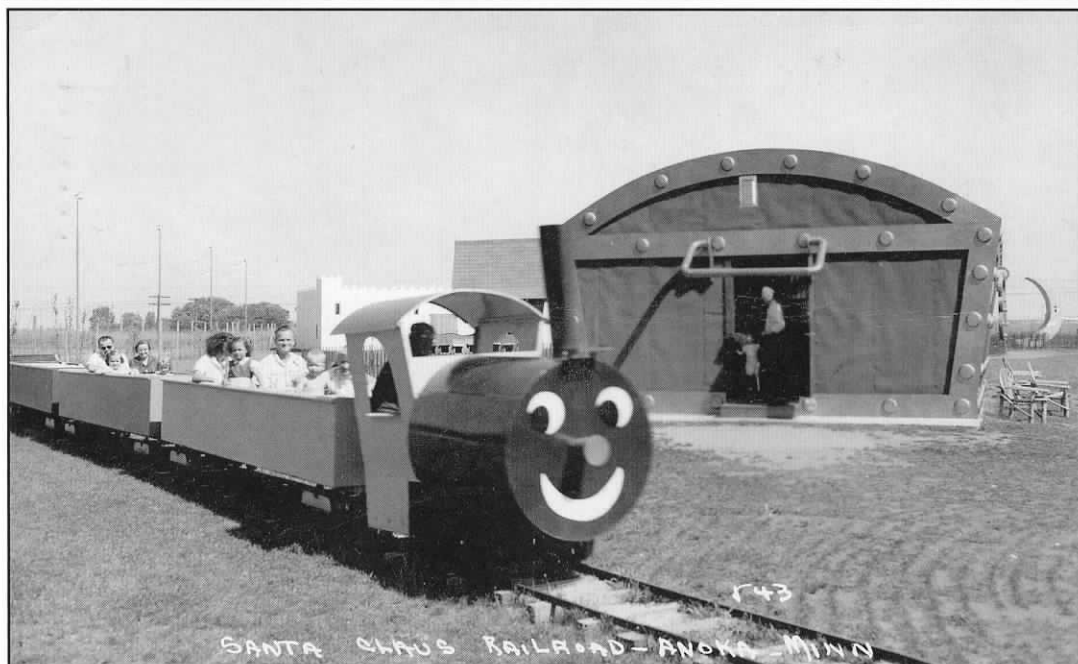
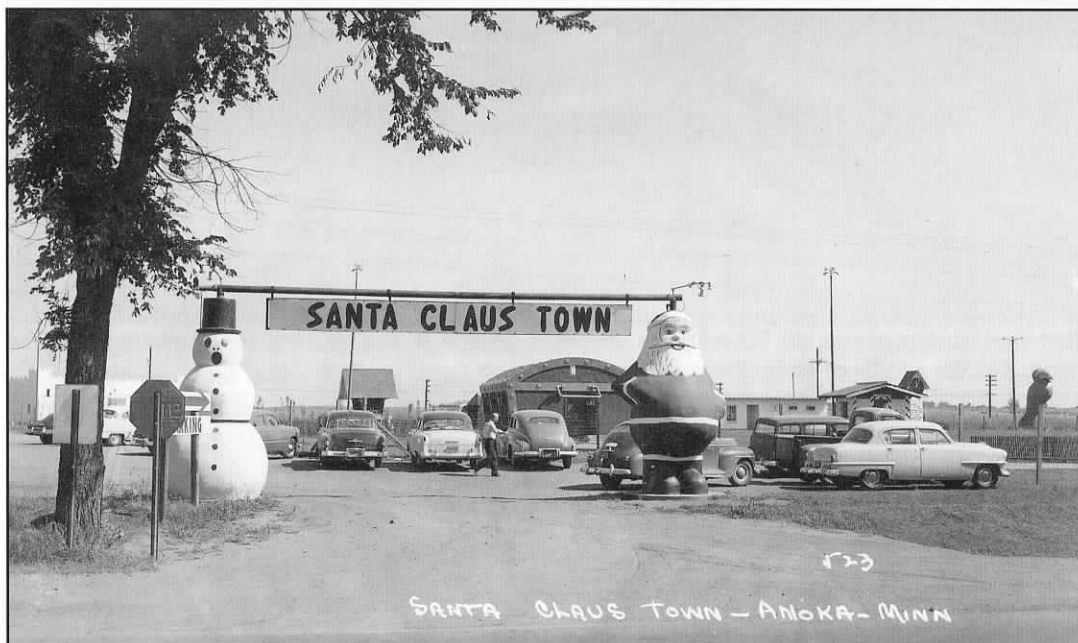
The Minneapolis Northern was the non-electrified predecessor to the Minneapolis, Anoka & Cuyuna Range. It ran from southern Fridley to Anoka, where its two McKen motor cars loaded in the middle of Main Street.



Le Sueur on the Omaha Road featured a coal trestle. Were the cars winched up there, or did they do that with a locomotive?



Somewhere near Anoka was a little amusement park called Santa Claus Town. The grounds were circled by a friendly looking, if not very detailed, train ride. Can any reader tell us more about the place?



The following seven photos show the Chicago & North Western predecessor Winona & St. Peter's line west from Winona.

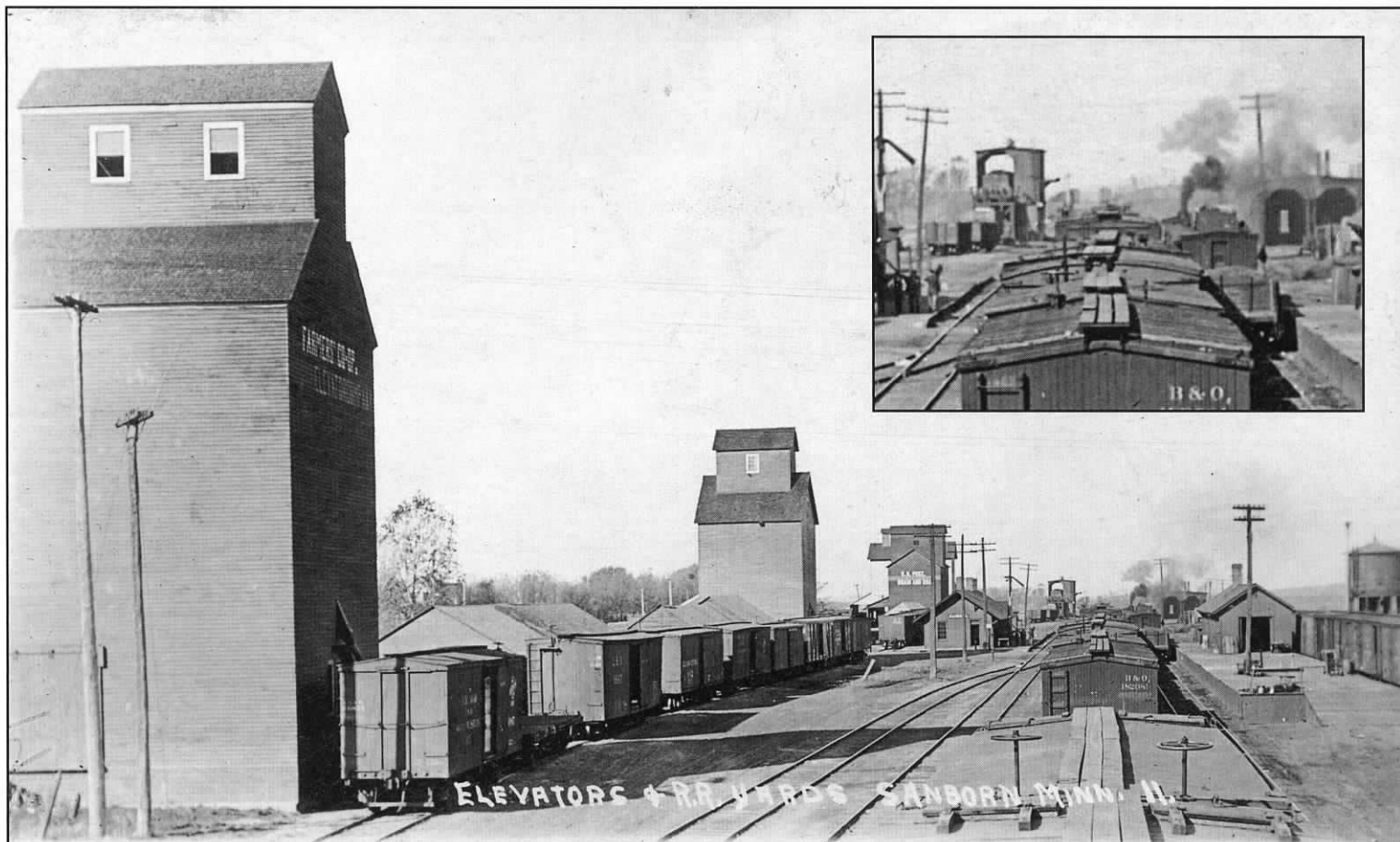
C. & N. W. Depot, Minneota, Minn.



Many assume that the W&StP is simply what we now know as the Dakota, Minnesota & Eastern. Well, most of it is. However, at Tracy, the original line turned northwest through Marshall to Watertown, SD. Along the way was Minneota. Only later did they build straight west toward Rapid City.

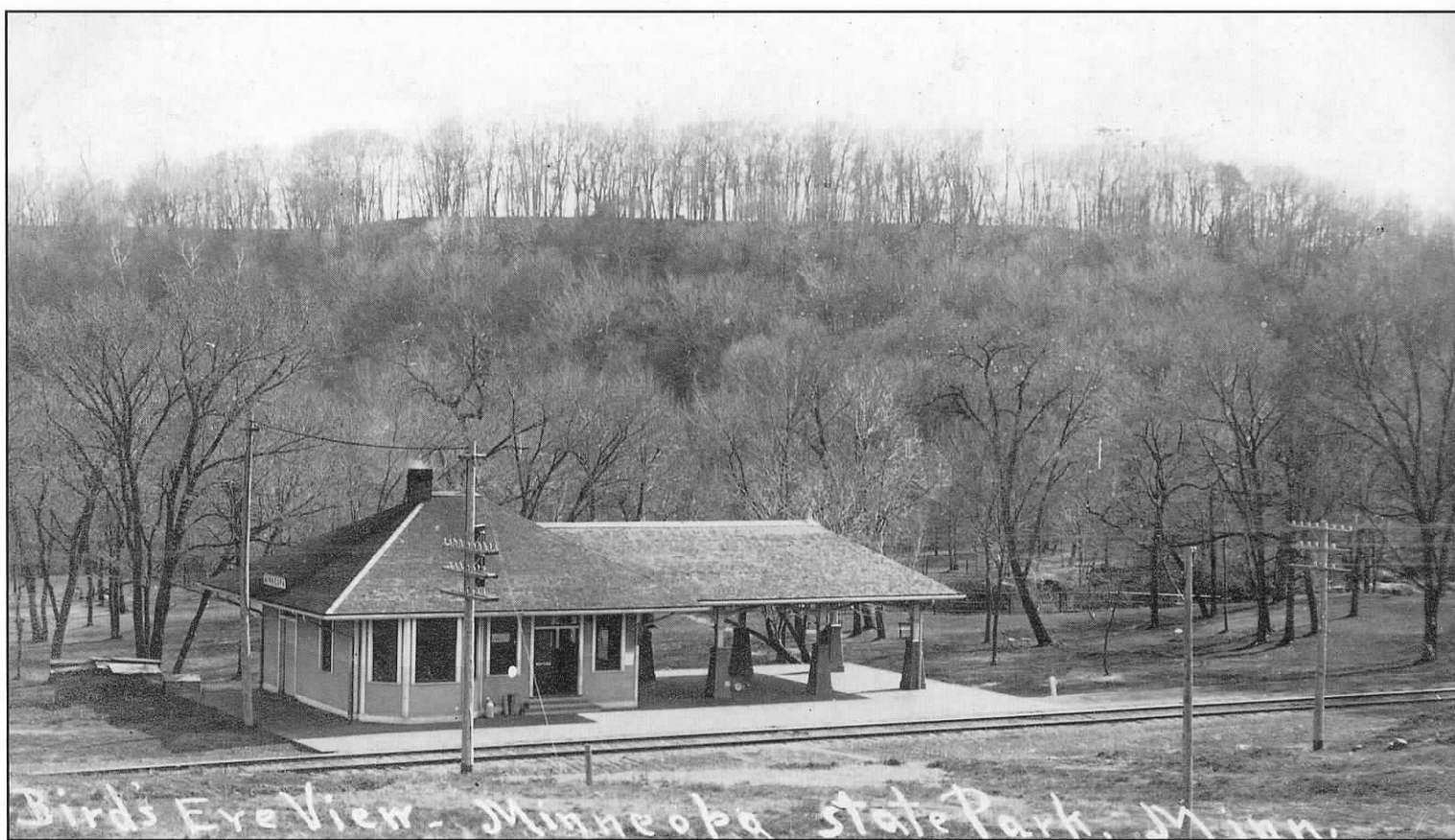


Wanda was on the branch from Sanborn to Wabasso and Vesta, a rural dirt track railroad.



The junction town of Sanborn had a water tank and an engine house.

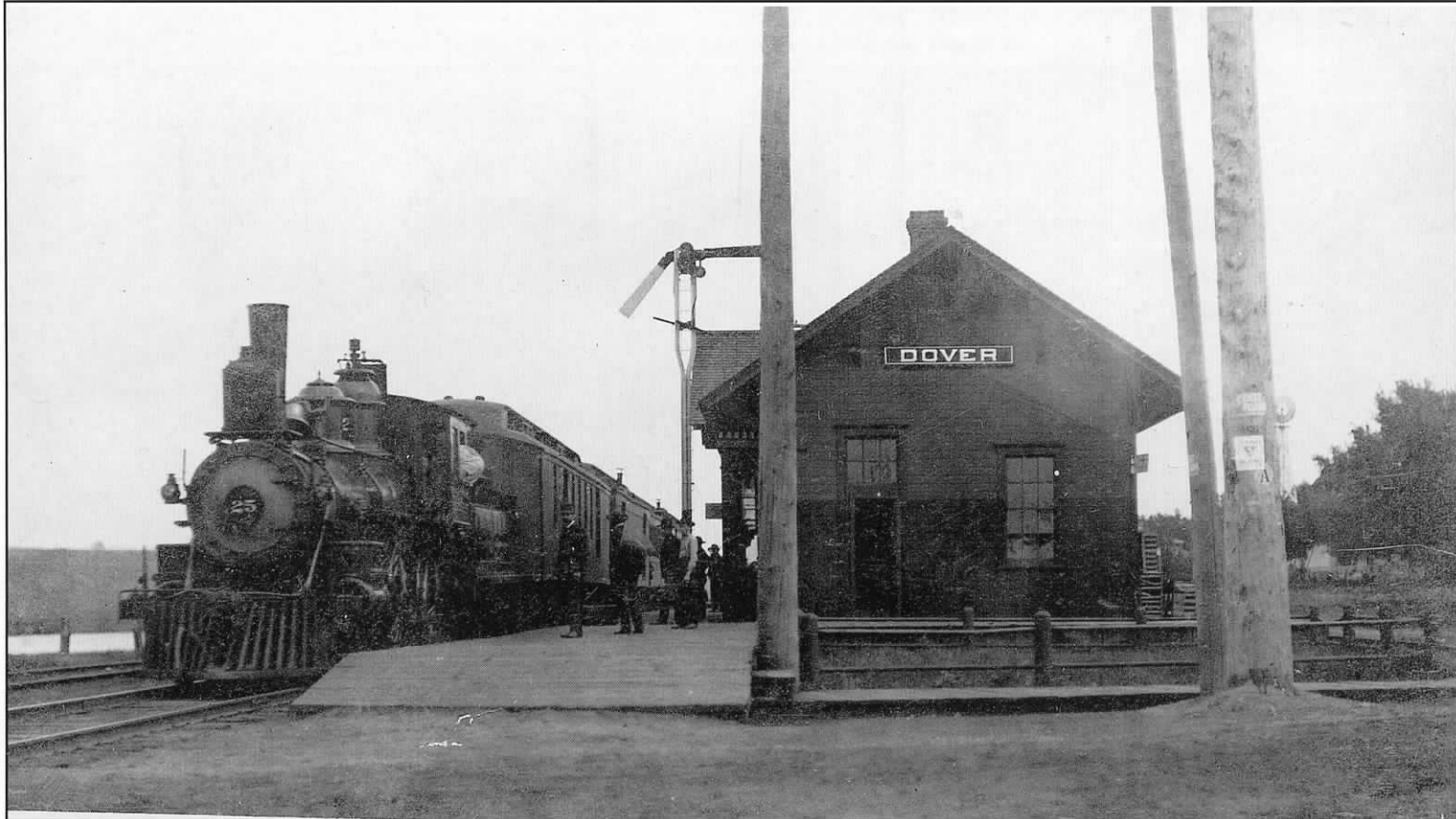
Below: Most Minnesota depots were attached to towns and lasted quite awhile. Much more fleeting were the depots for tourist attractions, such as Minneopa Falls west of Mankato. That business dried up early.



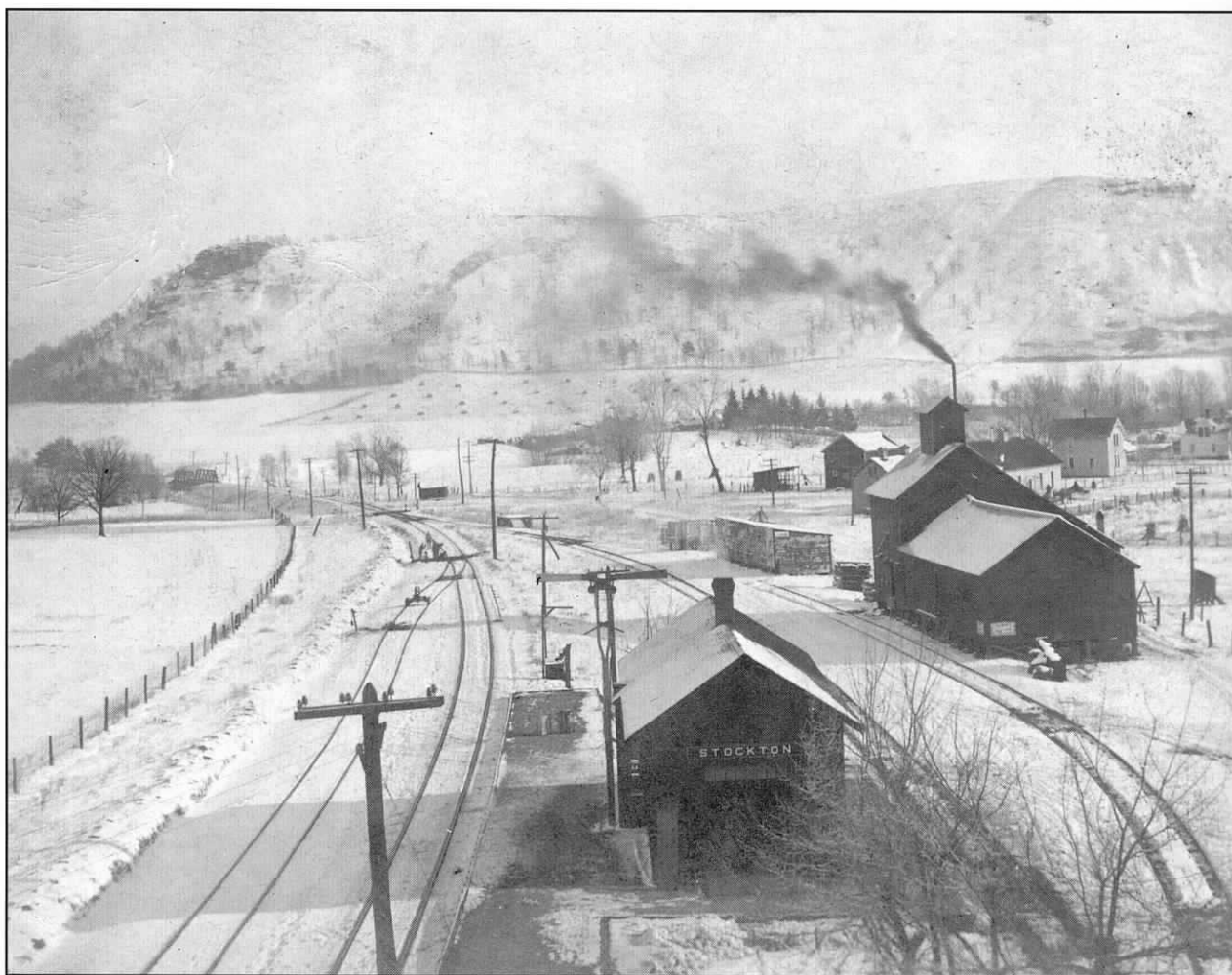


Janesville, on the C&NW east of Mankato.

The local stops at Dover. The fireman is looking back for the highball.



**Stockton, in the hills
west of Winona**



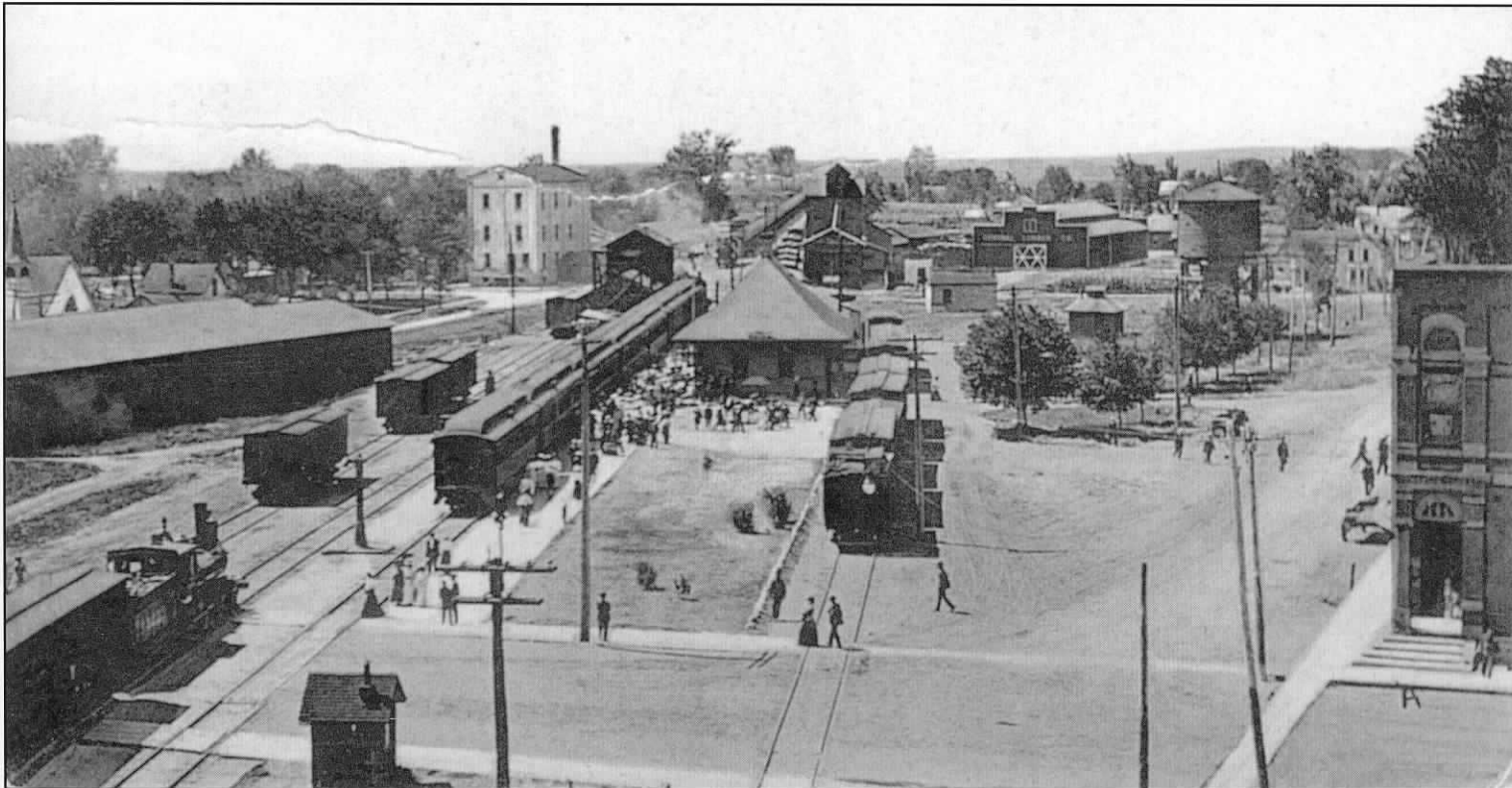
**Harris on the NP
Sally line to Duluth.**





Hancock, near Morris on the Great Northern Willmar line. The steam shovel is loading the excavated dirt into the work train, but what is the project?

Glencoe on the Milwaukee Road, where the Hutchinson branch diverged.



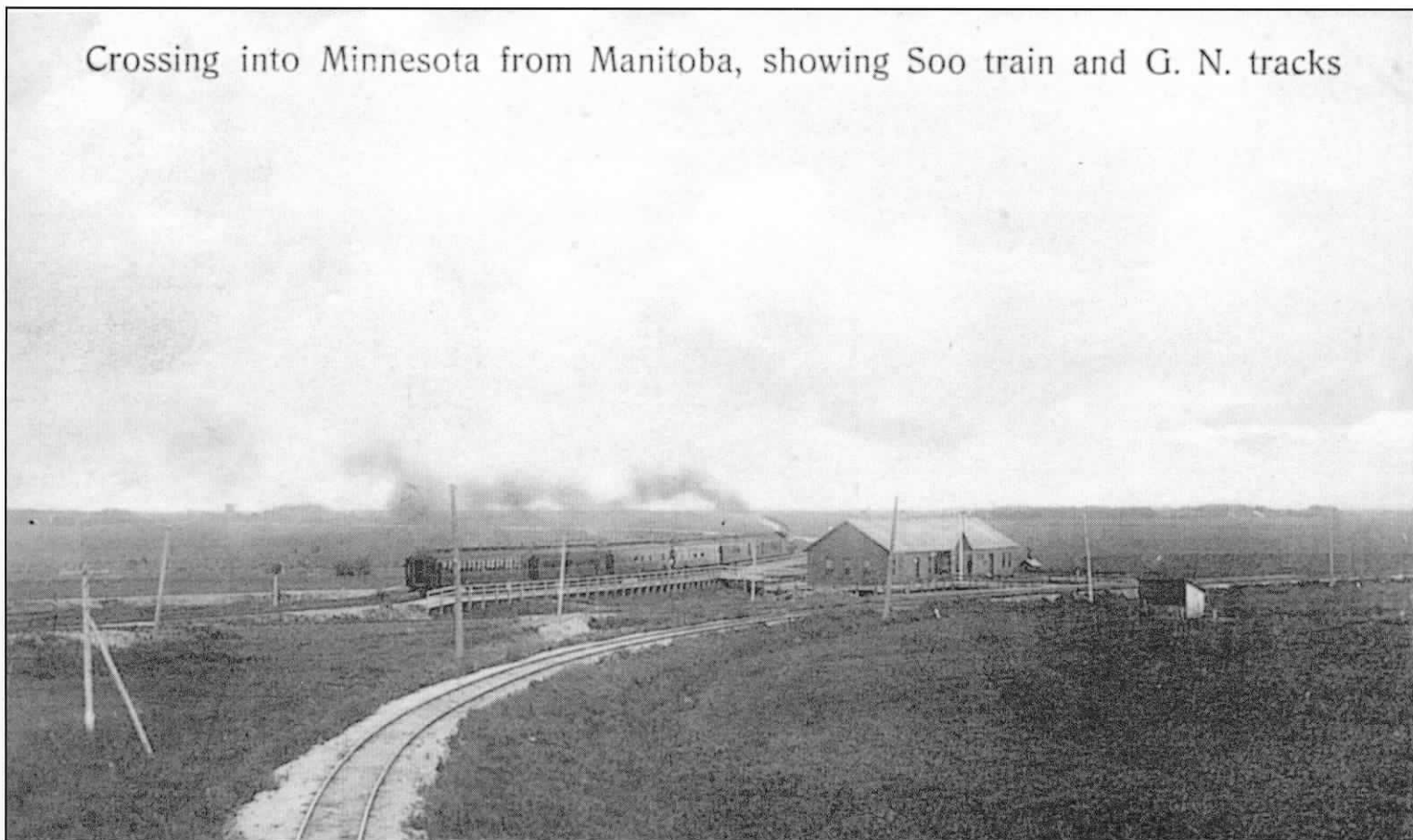


Correll, Milwaukee on the Milwaukee transcontinental main line next to Appleton.

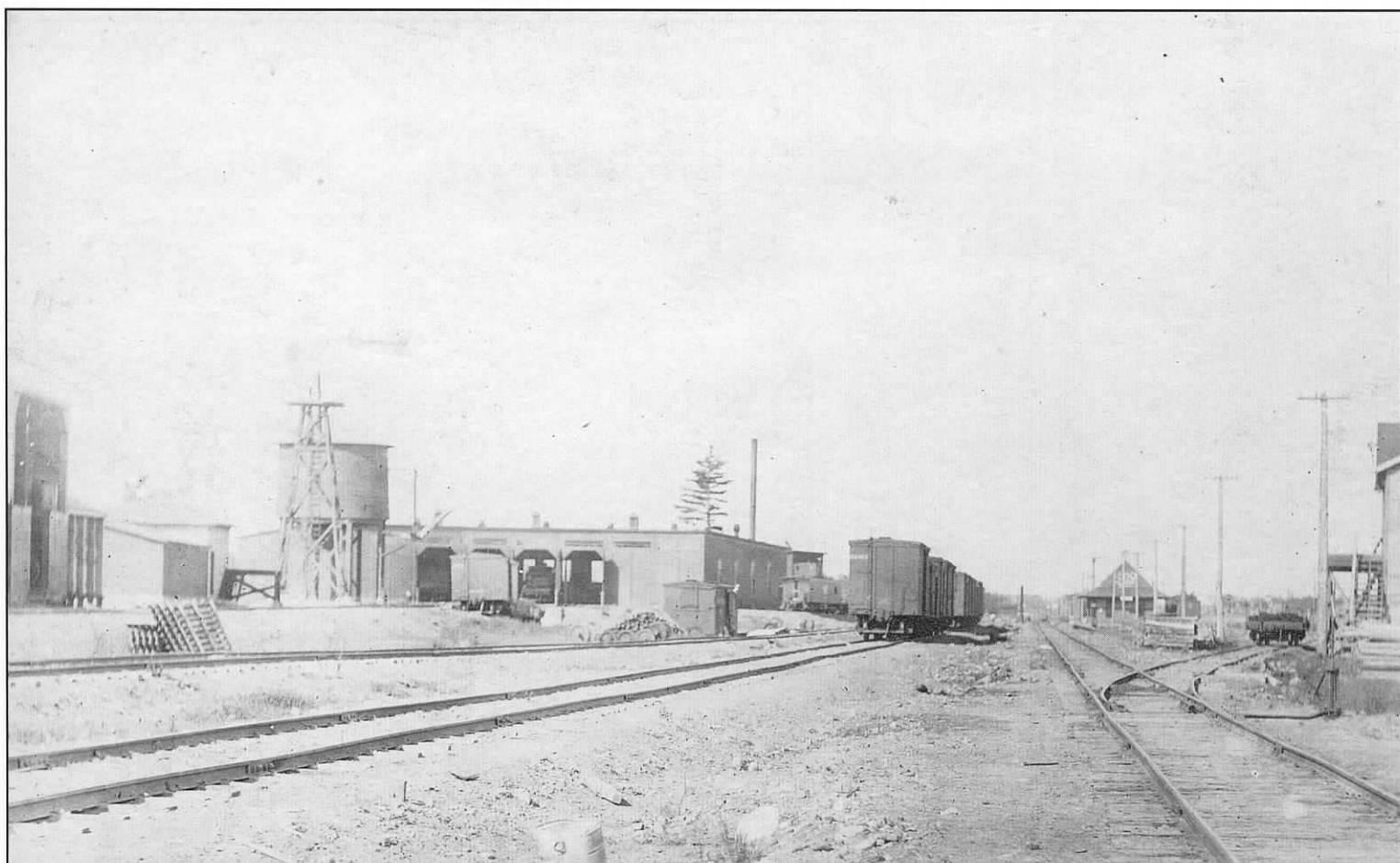
Glyndon had a union station, where the GN Winnipeg line crossed the NP transcon.



Crossing into Minnesota from Manitoba, showing Soo train and G. N. tracks

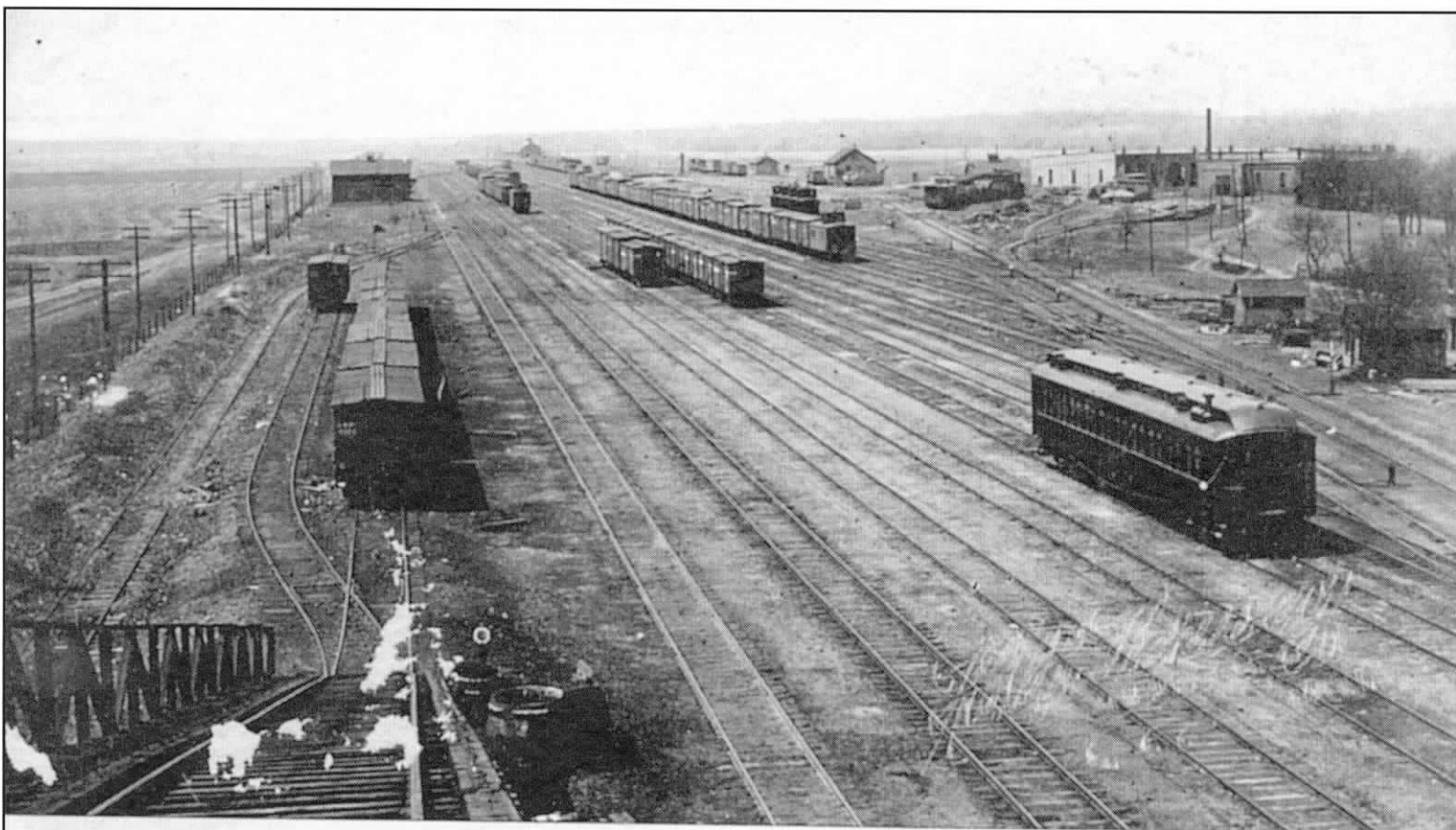


On their way from Winnipeg to the Twin Cities, the Soo Line and GN bent close together to serve a joint border crossing depot at Noyes. The southbound train is on the Soo.
Wahbun, on the Soo Winnipeg line north of Detroit Lakes.





**Ogema, the next town south of Wahbun.
Melrose, on the GN main next to Sauk Centre**



1737 Great Northern R. R. Yards, Melrose, Minn.



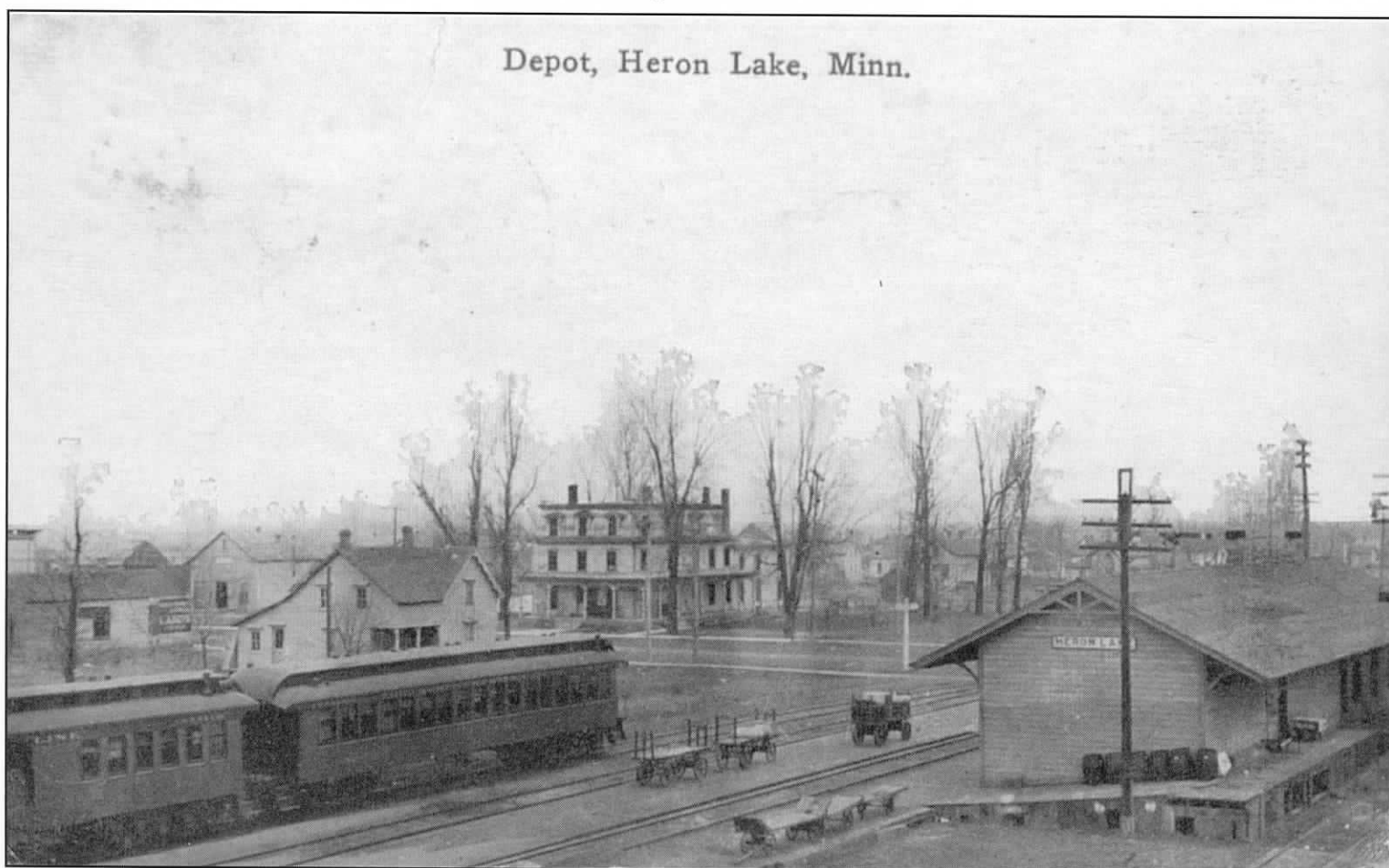
Sauk Centre on the GN.
Fergus Falls on the same line.





Delhi on the Minneapolis & St. Louis line to Watertown, SD

Heron Lake on the Omaha, junction of the branch to Woodstock.



Union Depot, Owatonna, Minn.



A Rock Island train pulls into the Owatonna Union Depot.

The Union Depot in Bemidji.



COURT HOUSE AND CITY HALL.
ST. PAUL, MINN.



ROBERT STREET, ST. PAUL, MINN.
Ryan Hotel to the left

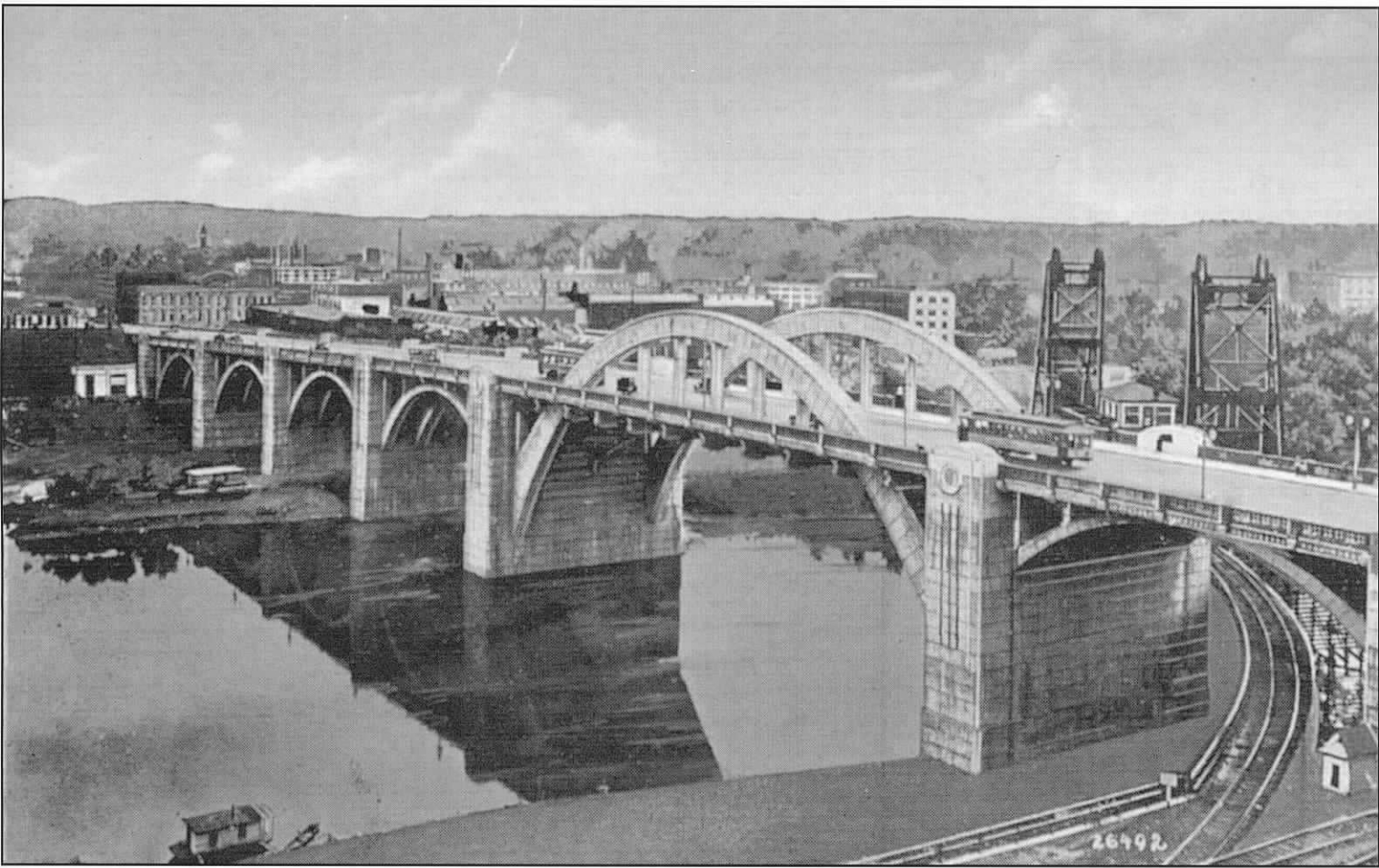


Top and bottom left:
The original St. Paul City Hall
stood on the northwest corner
of 4th & Wabasha.

Above and bottom right:
Here are two views of Robert
Street in downtown St. Paul,
looking south from 8th Street
and north from 7th Street.

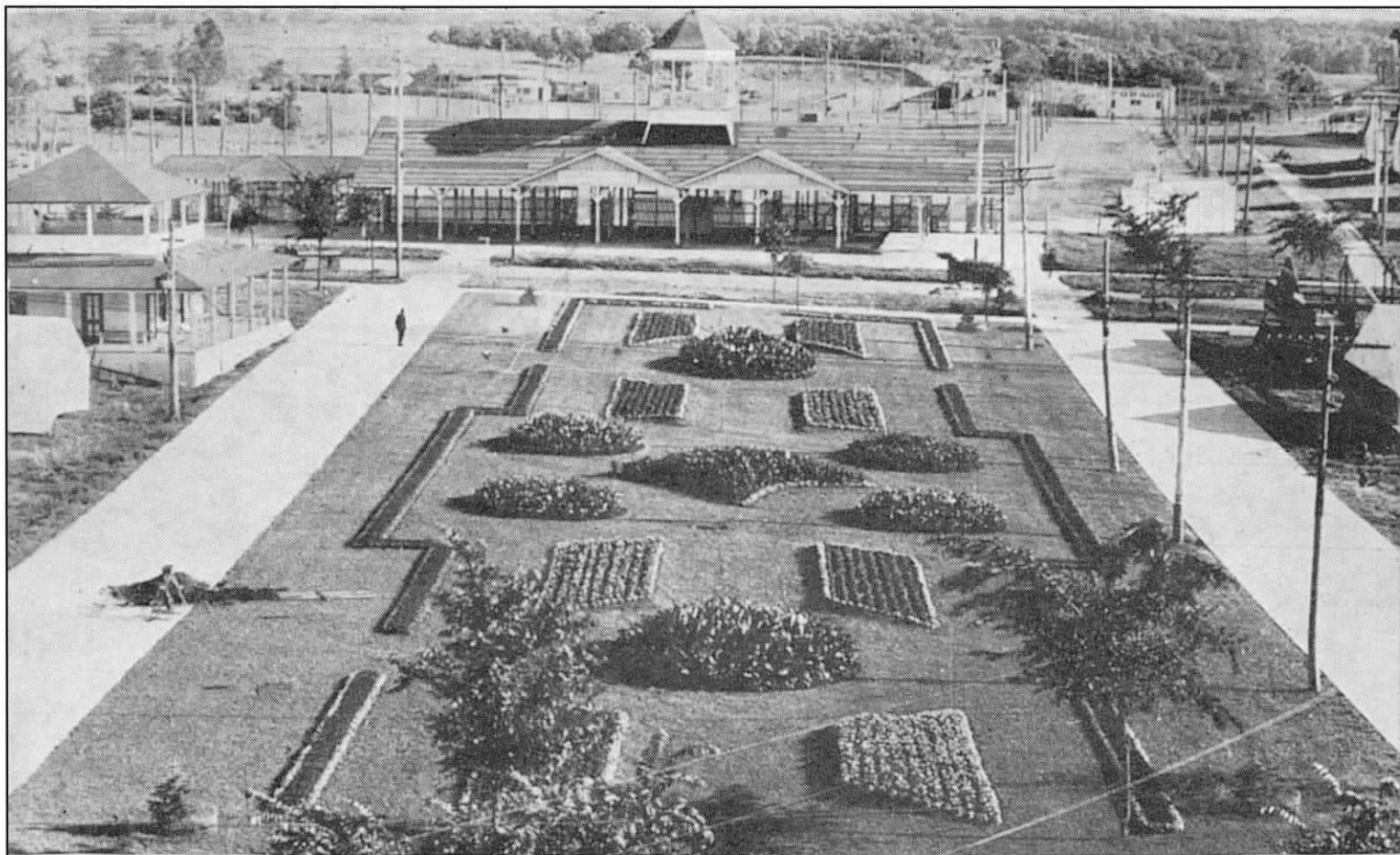
Court House Square, St. Paul, Minn.

Rec'd Calendar letter Ok. Was over to the burg. got it in time - Every Sam.



Streetcars cross the second Robert Street bridge over the Mississippi.





Street Car Entrance, Minnesota State Fair, Hamline, Minn.

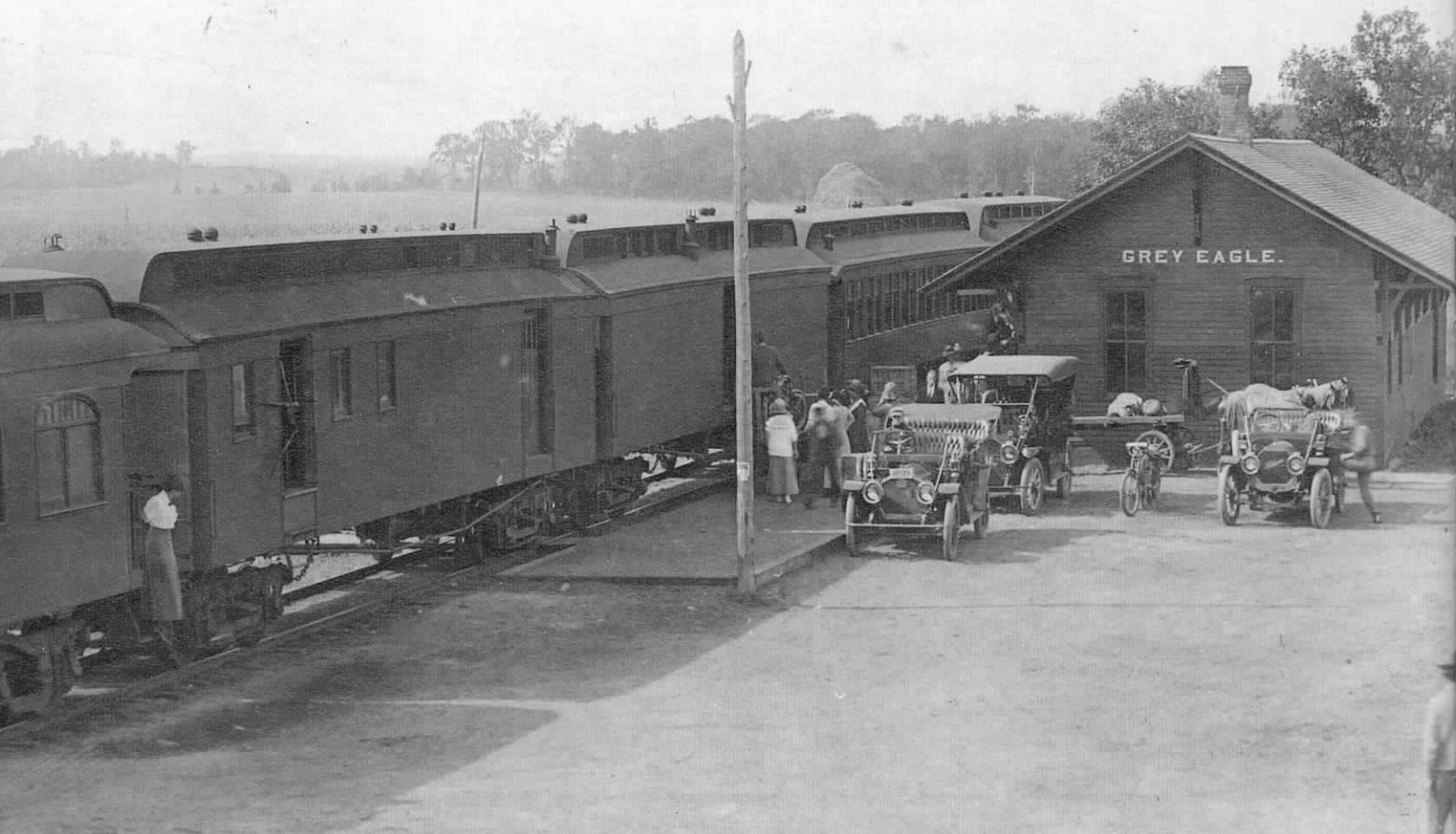
This view from the State Fair grandstand shows the streetcar entrance at the north edge of the two large loading and unloading loops. A westbound Selby-Lake car passes the landmark Angus Hotel, still standing at the corner of Selby and Western.



Two blowups side by side on the bottom of the page-train with water tank, and right corner of depot with courthouse in distance. Eagle Bend, Great Northern, Sauk Centre-Bemidji



Train time at Grey Eagle on the Northern Pacific's Little Falls-Morris branch.





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August 2021

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